REMARKS

Applicants respectfully request reconsideration of the present application in view of the foregoing amendments and in view of the reasons that follow.

Claim 1 has been cancelled.

New claim 27 has been added.

This amendment adds, changes and/or deletes claims in this application. A detailed listing of all claims that are, or were, in the application, irrespective of whether the claim(s) remain under examination in the application, is presented, with an appropriate defined status identifier.

After amending the claims as set forth above, claims 2-27 are now pending in this application.

Rejection under 35 U.S.C. § 102

Claims 1-5, 9, 10, 14, and 15 are rejected under 35 U.S.C. § 102(e) as being anticipated by U.S. Patent No. 6,808,168 (hereafter "Muramatsu et al."). This rejection is respectfully traversed.

Claim 2 recites a vibration damping engine mount that comprises a vibration controllable support mechanism and "a varying air pressure supplying section that is adapted to supply a varying air pressure to the vibration controllable support mechanism, wherein the varying air pressure supplying section comprises a negative pressure pump that develops a negative pressure and an introduction section that is adapted to introduce either one of the negative pressure developed in the negative pressure pump and a positive pressure developed in an intake passage of the engine into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine." Amended claims 14 and 15 contain similar language. Claim 3 depends upon claim 2.

Muramatsu et al. discloses a mount body 16 and a vacuum pump 78. See Muramatsu et al. at col. 8, lines 7-13, and col. 11, lines 58-64. Muramatsu et al. discloses that the

vacuum pump 78 provides a positive pressure on the exhaust side of the vacuum pump 78 and a negative pressure on the intake side of the vacuum pump 78. See Muramatsu et al. at col. 3, lines 24-29; col. 11, lines 65-67; col. 12, lines 1-11. Muramatsu et al. teaches that this arrangement eliminates the need for using a negative pressure supplied from the air intake system of an engine. See Muramatsu et al. at col. 3, lines 64-67, and col. 4, lines 1-4. Muramatsu et al. further discloses an embodiment in which atmospheric pressure is supplied to mount body 16. See Muramatsu et al. at col. 15, lines 6-17.

However, Muramatsu et al. does not disclose "a positive pressure developed in an intake passage of the engine." As noted above, Muramatsu et al. discloses a positive pressure that is supplied by an exhaust side of vacuum pump 78, not the intake passage of an engine. Nor does Muramatsu et al. disclose a varying air pressure supplying section that comprises "a negative pressure pump that develops a negative pressure and an introduction section that is adapted to introduce either one of the negative pressure developed in the negative pressure pump and a positive pressure developed in an intake passage of the engine into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine." Therefore, Muramatsu et al. fails to disclose all of the features recited by claims 2, 3, 14, and 15.

Claim 4 recites a vibration damping engine mount for an internal combustion engine having an intake air passage that comprises a vibration controllable support mechanism and "an introduction section adapted to introduce either a negative pressure developed in a negative pressure pump in accordance with the vibration of the internal combustion engine or one of an atmospheric pressure and a positive pressure developed within the intake air passage in accordance with a driving condition of the engine." Claim 5 contains similar language. Claims 16-18 and 22-26 depend upon claim 4 and claims 6-8 depend upon claim 5.

As noted above, Muramatsu et al. fails to disclose "a positive pressure developed within the intake air passage." Nor does Muramatsu et al. disclose "an introduction section adapted to introduce either a negative pressure developed in a negative pressure pump in accordance with the vibration of the internal combustion engine or one of an atmospheric pressure and a positive pressure developed within the intake air passage in accordance with a

driving condition of the engine." Applicants submit that this language does not merely require an introduction section that introduces any single one of the recited pressures but an introduction section that introduces either "a negative pressure developed in a negative pressure pump" or one of "an atmospheric pressure and a positive pressure developed within the intake air passage." Therefore, Muramatsu et al. fails to disclose all of the features of claims 4-8, 16-18, and 22-26.

Claim 9 recites a vibration damping engine mount for an internal combustion engine having an intake air passage that comprises a vibration controllable support mechanism, a varying air pressure supplying section, and "an introduction section that is adapted to develop a positive or negative air pressure in the intake air passage in accordance with a driving condition of the internal combustion engine and is adapted to introduce either an atmospheric pressure or one of the positive and negative air pressures developed in the intake air passage into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine." Claims 10, 19, and new claim 27 contain similar language. Claims 11-13 depend upon claim 10 and claims 20 and 21 depend upon claim 19.

As noted above, Muramatsu et al. fails to disclose a positive pressure that is developed in an engine air intake passage. Nor does Muramatsu et al. disclose a negative pressure that is developed in an engine air intake passage. Nor does Muramatsu et al. disclose "an introduction section that is adapted to develop a positive or negative air pressure in the intake air passage in accordance with a driving condition of the internal combustion engine and is adapted to introduce either an atmospheric pressure or one of the positive and negative air pressures developed in the intake air passage into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine." Applicants submit that this language does not merely require an introduction section that introduces any single one of the recited pressures but an introduction section that introduces either an atmospheric pressure or one of "the positive and negative air pressures developed in the intake air passage." Therefore, Muramatsu et al. fails to disclose all of the features of claims 9-13, 19-21, and 27.

For at least the reasons noted above, withdrawal of this rejection is respectfully requested.

Allowable Subject Matter

Applicants wish to thank the Office for indicating that claims 6-8, 11-13, and 16-26 contain allowable subject matter.

Applicants believe that the present application is now in condition for allowance. Favorable reconsideration of the application as amended is respectfully requested.

The Examiner is invited to contact the undersigned by telephone if it is felt that a telephone interview would advance the prosecution of the present application.

The Commissioner is hereby authorized to charge any additional fees which may be required regarding this application under 37 C.F.R. §§ 1.16-1.17, or credit any overpayment, to Deposit Account No. 19-0741. Should no proper payment be enclosed herewith, as by a check being in the wrong amount, unsigned, post-dated, otherwise improper or informal or even entirely missing, the Commissioner is authorized to charge the unpaid amount to Deposit Account No. 19-0741. If any extensions of time are needed for timely acceptance of papers submitted herewith, Applicant hereby petitions for such extension under 37 C.F.R. § 1.136 and authorizes payment of any such extensions fees to Deposit Account No. 19-0741.

Respectfully submitted,

Date 8/4/06

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